

**International Diesel Retrofit Advisory  
Committee  
February 6, 2002**

**Pasadena Hilton  
168 South Los Robles Avenue  
Pasadena, CA 91101**

**AGENDA**

**8:30 – 9:00      Coffee**

**9:00 – 9:05      Welcome and Opening Remarks**

**9:05 – 10:00      Ambient Air Impacts with NO2 Ratio Increases**

At the last IDRAC meeting, ARB presented preliminary modeling results showing the impact on ambient air quality of an increase in NO2 ratio associated with some passive catalyzed diesel particulate filters (DPFs). ARB will present updated modeling results for various levels of NO2 ratios. If any committee member is aware of similar studies or has information that would further help address this issue, please contact Annette Hebert at 626-575-6973 or [ahebert@arb.ca.gov](mailto:ahebert@arb.ca.gov) to schedule a time slot for a presentation.

**10:00 – 10:30      MECA's Resolution to the NO2 Problem**

After the last IDRAC meeting, MECA members agreed to discuss ways to mitigate the impacts of an increased NO2 ratio associated with passive catalyzed DPFs. MECA will make a presentation on its member's plans to address this issue.

**10:30 – 10:45      BREAK**

**10:45 – 11:15      Catalyzed DPFs Impact on Nitro-PAHs**

MECA has done a study on the impact of catalyzed DPFs on nitro-PAH formation and will present their findings to the committee. Through open discussion, ARB would like the committee members to present their observations on this topic.

**11:15 – 12:15      Fuel Borne Catalyst and Additives**

Another technology for PM control involves the use of slightly or uncatalyzed filters with a fuel borne catalyst (FBC). The use of metal FBCs has raised the issue of possible health effects of metal additive emissions. Some European countries have decided that metal FBCs may only be used in conjunction with filters. Others observers have suggested FBC use without filters or in conjunction with exhaust oxidization catalysts. The ARB would like to hear the opinions of committee members on the use of metallic FBCs, and if they should be allowed only when used in combination with filters. Staff of ARB's Research Division will make a presentation on the potential health effects of cerium and platinum FBCs. We will also hear from a FBC manufacturer.

**12:15 – 1:30      LUNCH**

**1:30 – 2:30      Fleet Maintenance for Retrofit Programs**

It has been stated that to ensure the longevity of retrofit devices that the vehicles must be properly maintained according to engine manufacturer recommendations. Mr. Floyd Beadle from Fuel Injection Sales & Service, Inc. will make a presentation on the status of California's fleet maintenance based on his company's observations. ARB would like to hear from the committee on what part maintenance of vehicles plays in the successful implementation of their retrofit programs and what was done, if anything, to ensure the vehicles were properly maintained in their countries. Please contact Annette Hebert at 626-575-6973 or [ahebert@arb.ca.gov](mailto:ahebert@arb.ca.gov) to schedule a time slot for a presentation.

**2:30 – 2:45      International Trends in Diesel Emission Control**

Sweden introduced environmental zone regulations in 1996 stating vehicles more than eight years old must install a particle filter to be allowed into the city centers for four more years. Starting January 1, 2002 the regulation is modified and now also includes requirements for reduction of NOx in order to prolong the time allowed in the zone for two more years (4+2). Possible devices for NOx reduction will be EGR-systems or SCR/DeNox catalysts. Diesel particulate filters must achieve an 80% reduction in hydrocarbons and particulates, and NOx reduction devices must achieve 35% reduction in NOx. Committee member, Dr. Lennart Erlandsson will present an outline of their approach.

**2:45 – 3:15      Marketing/Incentives Workgroup Update**

The group will report on the status of their activities including proactive contracting.

**3:15 – 3:45      Closing Remarks and Discussion**